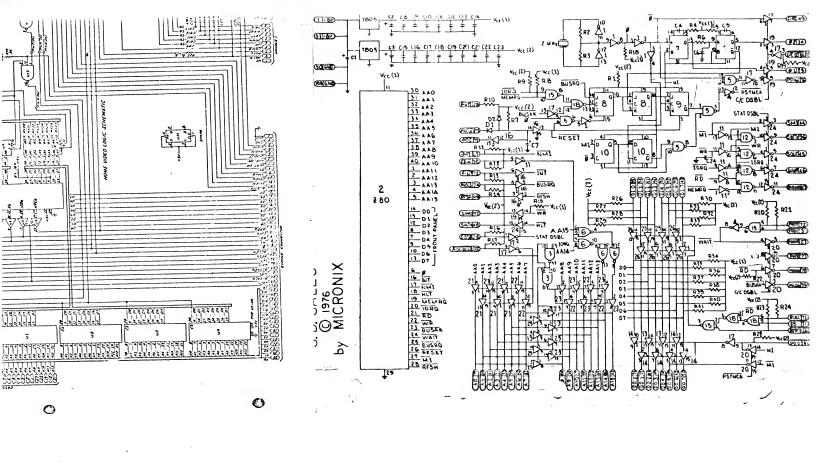
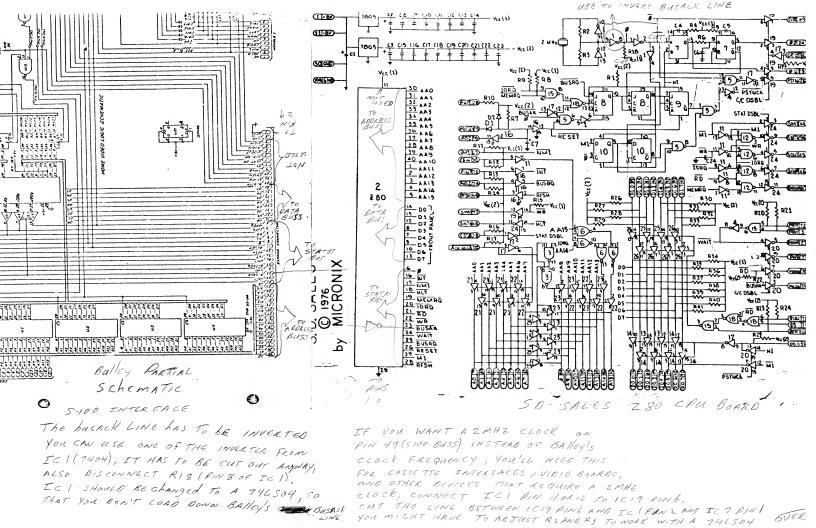
This is an outstanding idea with many possibilities - in thery at least stary I didn't think of it. There appears to be at least three possibly problems, I havened. The first is that PSYNC is not squeed to the CPV clock, possibly causing problems with some S100 boards. The second deals with the fact that the BALLY WAIT line cannot be connected to a derive capable of sourcing current as it appears IC4 will do. The third deals will the receivity of providing BALLY with the carrest signals on the BUZOFF him.

None of these problems are insummentally, but may require extensive modifications to the S-D sales CPV board to circumsent.





EXSPANSION BUS ARE MADE BY ANSLEY, THE CONNECTORS

PART X IS 609-5005, BILOGS IN CANADA. IT'S HARD

TO USE A CONNETOR ON THE CRU BOARD SINCE IT ISN'T

A PIN FOR DIN MATCH TO BALLEY'S BUS. THE EASIEST

WAY TO CONNECT TO THE CRU BOARD IS TO REMOVE

RIBBON CABLE DIRECTLY TO THE CRU BOARD

I GNELOSED ANOTHER COOL TO

THE CRU BOARD

THE CONNECTOR AND RIBBON CABLE TO FIT THE BALLEY

I ENCLOSED ANOTHER COPY OF THE SCHEMATICS

IN CASE YOU WANT TO REDRAW IT A BIT BETTER,

ALSO \$6.00 FOR A SUBSCIPTION, AND EXECUTIVE SOFTWARE DATA.

PETER WISHART, 1549 EAST 3rd AVE. VAN COUVER, B.C CANADA. V5N-168 HOME 684-253-7928 OFFICE 873-8484